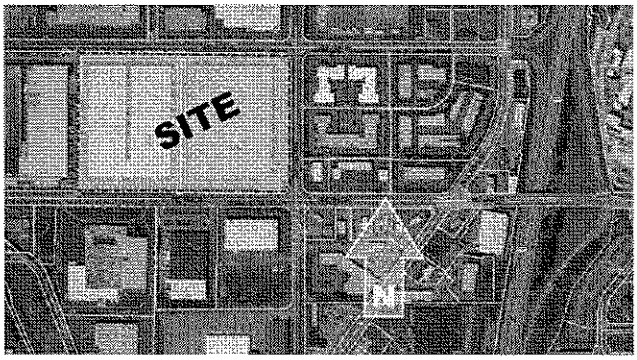
DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT

City of Renton

ENVIRONMENTAL REVIEW COMMITTEE REPORT

ERC MEETING DATE:	September 8, 2014
Project Name:	IKEA Redevelopment
Project Number:	LUA14-000951, ECF, SA-H, MOD, MOD, MOD
Project Manager:	Rocale Timmons, Senior Planner
Owner:	IKEA Property, Inc.; 420 Alan Wood Rd; Conshohocken, PA 19428
Applicant:	Reed Lyons, esq; IKEA Property, Inc.; 420 Alan Wood Rd; Conshohocken, PA 19428
Contact:	Jay Grubb; Barghausen; 18215 72nd Ave S; Kent, WA 98032
Project Location:	601 SW 41st St & 800 SW 43rd St
Project Summary:	The applicant is requesting Hearing Examiner Site Plan Review, Environmental (SEPA) Review, and three modifications for the construction of a new 451,000 square foot IKEA retail facility (which includes two future expansions totaling 45,000 square feet). The subject property is located on the north side of SW 43rd St between Lind Ave SW and Oakesdale Ave SW at 601 41st St. The project site totals 28.99 acres in area and is zoned Medium Industrial (IM). The site currently contains a 397,972 square foot facility consisting of the IKEA showroom, retail area, restaurant, parking, and associated improvements within two existing buildings. The proposal includes the removal of the western most (parking) structure in order to site the proposed retail facility. The eastern most structure (current retail store) would be replaced with a surface parking lot in the amount of 1,666 parking stalls (1,579 stalls following proposed expansions). Access to the site is proposed to be realigned/consolidated into three driveways along SW 41st St, three driveways along SW 43rd St, and one driveway along Lind Ave SW. The applicant has submitted a Drainage Report, Traffic Impact Analysis, Flood Hazard Data, and Geotechnical Engineering study with the subject application. The subject site is located outside of the 100-year flood plain according to FEMA's 1995 Flood Insurance Rate Map (FIRM) however is located within the 100-year flood plain according to FEMA's un-adopted Digital FIRM (DFIRM) map. The site is also located within a Seismic Hazard Area. Construction is anticipated to commence in the Summer of 2015 and complete in early 2017.
Site Area:	28.99 acres
STAFF RECOMMENDATION:	**Staff Recommends that the Environmental Review Committee issue a Determination of Non-Significance - Mitigated (DNS-M).**



Project Location Map

PART ONE: PROJECT DESCRIPTION / BACKGROUND

The applicant is requesting Hearing Examiner Site Plan Review, Environmental (SEPA) Review, and three modifications for the construction of a new 451,000 square foot IKEA retail facility. The new retail store includes two future expansions totaling 45,000 square feet along the buildings northern and southern facades. The subject property is located on the north side of SW 43rd St between Lind Ave SW and Oakesdale Ave SW at 601 41st St.

The project site is composed of two parcels totaling 28.99 acres in area and is zoned Medium Industrial (IM). The site currently contains a 397,972 square foot facility consisting of the IKEA showroom, retail area, restaurant, parking, and associated improvements within two existing buildings. The proposal includes the removal of the western most (parking) structure in order to site the proposed retail facility. The eastern most structure (current retail store) would be replaced with a surface parking lot in the amount of 1,666 parking stalls (and a reduction to 1,579 stalls following future expansions of the proposed facility).

The proposed facility would not exceed 48 feet in height at the tallest point of the flat roof. Exterior materials would be primarily concrete (tilt up construction).

The subject site is rectangular in shape and is bordered by SW 41st St to the north, SW 43rd St to the south, and Lind Ave SE to the east. Access to the site is proposed to be realigned/consolidated into three driveways along SW 41st St, three driveways along SW 43rd St, and one driveway along Lind Ave SW. The applicant is requesting a street modification from RMC 4-6-060 in order to reduce the required dedication along SW 41st St from 7 feet to 5.5 feet and along Lind Ave SW from 11.5 feet to 5.5 feet.

The applicant is requesting a parking modification from RMC 4-4-080 in order to: exceed the maximum number of allowed parking stalls by no more than 697 parking spaces (499 stalls upon full buildout of future expansions); provide less than the required number of parking stalls during construction; the provision of off-site parking during construction; provide 54 less than the 108 required bicycle parking stalls; and to allow bicycle parking no more than 75 feet beyond the allowed 50-foot maximum distance from the primary building entrance. The applicant is also requesting a refuse and recycle modification from RMC 4-4-090 in order to reduce the required refuse and recycle deposit area from 6,660 square feet to a 500 square foot deposit area.

The applicant has submitted a Drainage Report, Traffic Impact/Parking Analysis, Flood Hazard Data, and Geotechnical Engineering study with the subject application.

Approximately 75,000 cubic yards of earthwork would occur across the entire property for building construction, site grading, landscaping, and water quality mitigation. The applicant is proposing approximately 50,000 cubic yards of excavation and 25,000 cubic yards of fill. Approximately 25,000 cubic yards of export would occur with most of the balance of excavated material being used to backfill the site.

The site contains 172 significant trees; a mix of evergreen and deciduous trees. The applicant is proposing to retain 72 trees (50 along the street and 20 interior to the site). The applicant is proposing to plant a total of 422 replacement trees.

The applicant is proposing to phase the demolition of the existing facilities in order maintain operations for the existing store. The first phase includes the demolition of the existing parking structure in order to site the new structure. Once the new structure is open for business the existing store would be demolished and the remaining balance if the new site work would commence. During construction, the applicant is proposing limited parking on site. The applicant is proposing off-site parking with shuttle service to the store. Construction is anticipated to commence in the Summer of 2015 and complete in early 2017.

The subject site is located outside of the 100-year flood plain according to FEMA's 1995 Flood Insurance Rate Map (FIRM). However the site is located within the 100-year flood plain according to FEMA's un-adopted Digital FIRM (DFIRM) map. The applicant is proposing to use elevations within the 1995 FIRM map to base proposed finished floor elevations. In order to meet compensatory storage requirements set forth in RMC 4-3-050 the applicant has elected to use elevations within the un-adopted DFIRM map.

Staff received a comment letter from the Muckleshoot Indian Tribe Fisheries Division (Exhibits 10) with questions related to the enhanced water quality. No other public or agency comments have been received.

PART TWO: ENVIRONMENTAL REVIEW

In compliance with RCW 43.21C.240, the following environmental (SEPA) review addresses only those project impacts that are not adequately addressed under existing development standards and environmental regulations.

A. Environmental Threshold Recommendation

Based on analysis of probable impacts from the proposal, staff recommends that the Responsible Officials:

Issue a DNS-M with a 14-day Appeal Period.

B. Mitigation Measures

1. The applicant shall provide a Final Geotechnical Report containing specific recommendations in order to mitigate potential geotechnical impacts. The Final Geotechnical Report shall be submitted to and approved by the Department of Community and Economic Development prior to, or concurrent with, building permit approval.
2. The applicant shall be required to submit a Biological Assessment prior to construction permit approval. Should the assessment include unanticipated mitigation recommendations for the applicant shall be required to comply with such recommendations.

C. Exhibits

Exhibit 1	ERC Report
Exhibit 2	Site Plan
Exhibit 3	Landscape Plan
Exhibit 4	Aerial Photo
Exhibit 5	Elevations
Exhibit 6	Flood Hazard Data
Exhibit 7	Geotechnical Report (dated March 8, 2013)
Exhibit 8	Drainage Report (dated July 11, 2014)
Exhibit 9	Traffic Impact Study (dated July 14, 2014)
Exhibit 10	Public Comment Letter: Muckleshoot Indian Tribe Fisheries Division

D. Environmental Impacts

The Proposal was circulated and reviewed by various City Departments and Divisions to determine whether the applicant has adequately identified and addressed environmental impacts anticipated to occur in conjunction with the proposed development. Staff reviewers have identified that the proposal is likely to have the following probable impacts:

1. Earth

Impacts: The site can best be characterized as flat with the highest grade elevation on site at 24.0 (NAV 88). The lowest elevation is approximately 20 feet along the perimeter of the site. There is minor topographic relief in order to drain areas to catch basins surrounding the two existing structures.

The applicant is proposing to grade the site in order to establish a floor elevation according to the flood hazard regulations (Exhibit 6). Approximately 75,000 cubic yards of earthwork would occur across the entire property for building construction, site grading, landscaping, and water quality mitigation. The applicant is proposing approximately 50,000 cubic yards of excavation and 25,000 cubic yards of fill. Approximately 25,000 cubic yards of export would occur with most of the balance of excavated material being used to backfill the site. Approximately 85% of the site is proposed to be covered with impervious surfaces following construction.

The soils on site consist of layers of silt and sand to the maximum depth explored. Interbedded layers of sandy silt and silty sand were encountered below approximately 3-inches of existing asphalt concrete to depths ranging from 35-50 feet below grade. Silt soil was encountered below the upper silty sand/sandy silt to depths ranging from 95-110 feet below grade. A CPT probe indicates that groundwater would be found approximately 8-10 feet below grade.

The applicant submitted a Geotechnical Report prepared by GeoDesign Inc, dated March 8, 2013 (Exhibit 7). The report states that the proposed structure can likely be supported by conventional shallow foundations bearing on undisturbed native soil or on structural fill overlying the native soil. Footings bearing on undisturbed or improved native soil or structural fill overlying undisturbed native soil can likely be designed of an allowable bearing pressure of 2,500 psf. The report states the site is susceptible to liquefaction during a design level earthquake. However, differential settlement would likely range from 1-2 inches and is not considered to be a life safety hazard.

The geotechnical report provided was prepared in order to assess feasibility for site development and did not include specific recommendations in order to mitigate potential geotechnical impacts including: site preparation, structural fill, foundations, drainage considerations, hazards including, and project design and monitoring. Therefore, staff recommends as a mitigation measure that the applicant provide a Final Geotechnical Report containing specific recommendations in order to mitigate potential geotechnical impacts. The Final Geotechnical Report shall be submitted to and approved by the Department of Community and Economic Development prior to, or concurrent with, building permit approval.

Soil erosion is possible during demolition of existing structures and improvements especially if conducted in the wet season. The applicant will be required to design a Temporary Erosion and Sedimentation Control Plan (TESCP) pursuant to the current 2009 King County Surface Water Design Manual Erosion and Sediment Control Requirements.

Mitigation Measures:

1. The applicant provide a Final Geotechnical Report containing specific recommendations in order to mitigate potential geotechnical impacts. The Final Geotechnical Report shall be submitted to and approved by the Department of Community and Economic Development prior to, or concurrent with, building permit approval.

Nexus: SEPA Environmental Regulations, RMC 4-4-060 Grading, Excavation, and Mining Regulations

2. Water

a. Storm Water

Impacts: There are three separate drainage courses that discharge from the subject site into SpringBrook Creek less than a mile from the site. There are no upstream flows onto or through the site from an upstream area.

Under current conditions the subject site is primarily impervious surface. The existing site contains 26.97 acres of impervious area, in which 17.48 acres is roof area, with the remaining area consisting of asphalt pavement, sidewalks and curb and gutter. There is currently no detention provided on site. The proposed site will contain 25.09 acres of impervious area and 3.91 acres of pervious surfaces. Since the proposed site plan will have less impervious area than the existing site design, the applicant is seeking an exemption from flow control requirements.

The applicant submitted a Preliminary Drainage Report prepared by Barghausen, dated July 11, 2014 (Exhibit 8). The site lies within the Peak Rate Flow Control Standard (Existing Site Conditions). The report states that the runoff from the proposed project would continue to maintain the site's three natural discharge locations. There is a location near the northeast corner of the site, one at the northwest corner of the site, and one location at the southwest corner of the site. The conveyance system has been designed pursuant to the 2009 KCSWDM and the 2010 City of Renton Amendments to the KCSWDM.

A conveyance system consisting of catch basins and storm pipes is proposed to be constructed in the parking areas to collect drainage from impervious surfaces and convey runoff to the proposed water quality facilities.

Staff received a comment letter from the Muckleshoot Indian Tribe Fisheries Division (Exhibits 10) with questions related to requirements for enhanced water quality. Typically commercial developments are required to provide enhanced water quality treatment according to Core Requirement #8. However Enhance Water Quality Requirements can be reduced to Enhanced Basic Water Quality if the conditions in Section 1.2.8.1 of 2009 KCSWDM are met. The applicant would be required to demonstrate compliance with Section 1.2.8.1 of the 2009 KCSWDM as part of the utility construction permit submittal in order to provide Enhanced Basic Water Quality Treatment in place of Enhanced Water Quality treatment.

Given the three separate drainage basins located on site, three separate water quality facilities would be used to treat the stormwater runoff, a wetpond, wetvault, and a Filterra unit.

A wetpond, with an approximate volume of 80,095 cubic feet, would be used to treat the runoff from the eastern side of the site. An approximate 31,313 cubic foot wetvault would be used to treat the runoff from the northwestern side of the site. A 6-foot x 10-foot Filterra unit is proposed to be used to treat the runoff from the southwestern side of the site.

As part of the recommendation to the Hearing Examiner staff will be recommending the applicant would be also required to demonstrate compliance with the Blanket Adjustment-Americast Filterra Memo, dated June 26, 2014 (Exhibit 10), prior to utility construction permit in order to provide water quality treatment using the proposed Filterra unit.

Flood Impacts: As indicated by the FEMA Map included within the Drainage Report (Exhibit 8), the proposed site does not lie within a floodplain or floodway. However, the actual surveyed conditions reveal portions of the perimeter of the site are below the 100-year base flood elevation of the Green River. Compensatory storage would be used to mitigate proposed fill within the flood plain (elevation 21.5) equaling, at a minimum, the volume of fill within the flood plain (Exhibit 6).

The applicant is proposing to fill within an existing floodplain, therefore compensatory storage would be provided to mitigate proposed fill within the floodplain. There would be approximately 13,970 cubic yards of fill within the floodplain (below elevation 21.5). At a minimum, an equal amount of compensatory storage must be provided. The applicant is proposing to provide approximately 16,900 cubic yards of compensatory storage on-site.

Additionally, new construction of any commercial, industrial or other nonresidential structure shall have the lowest floor, including basement, elevated a minimum of one foot (1') above the level of the base flood elevation.

The applicant shall be required to obtain and record the actual elevation (in relation to mean sea level) of the lowest floor for the new structure. A flood elevation certificate shall be submitted by the applicant to

the Current Planning Project Manager prior to the building's finished floor construction. The finished floor elevation would be required to be verified by a preconstruction elevation certificate at the time of construction of a substantial structural element of the finished floor (i.e., foundation form for the concrete floor). An as-built elevation certificate would be required to be provided prior to issuance of final occupancy.

Mitigation Measures: No further mitigation required.

Nexus: Not Applicable

3. Noise

Impacts: Existing noise within the vicinity of the subject site is primarily composed of vehicles on adjacent streets (SW 41st St and, SW 43rd St, and Lind Ave SW). Temporary construction noise is anticipated as a result of the subject project. Based on the provided construction mitigation description the applicant has indicated that construction is anticipated to begin in Summer of 2015 and complete in early 2017. At this time, the applicant has indicated that construction work would occur during typical construction hours. Furthermore, the site is surrounded by industrial activity and/or commercial development. Therefore, the temporary noise impacts are anticipated to be minimal and limited in duration.

Mitigation Measures: No further mitigation required.

Nexus: Not Applicable

4. Wildlife

Impacts: Pursuant to RMC 4-8-120 all properties located within a floodplain are required to provide a biological assessment. The purpose of this assessment is to determine whether a proposed action is likely to: (1) adversely affect listed species or designated critical habitat; (2) jeopardize the continued existence of species that are proposed for listing, or unexpected, new or rare species; or (3) adversely modify proposed critical habitat. The proposal does not involve any in-water work and would not likely not in cause downstream impacts on listed species and their habitat. However, the assessment is needed to verify that project construction would implement best management practices to reduce potential turbidity from entering the existing storm system and will therefore have no impacts on wildlife. Therefore staff recommends, as a mitigation measure the applicant be required to submit a Biological Assessment prior to construction permit approval. Should the assessment include unanticipated mitigation recommendations for the applicant shall be required to comply with such recommendations.

Mitigation Measures: The applicant shall be required to submit a Biological Assessment prior to construction permit approval. Should the assessment include unanticipated mitigation recommendations for the applicant shall be required to comply with such recommendations.

Nexus: SEPA Environmental Regulations, RMC 4-3-050, Critical Area Regulations

5. Transportation

Impacts: The subject site fronts onto SW 41st St to the north, SW 43rd St to the south, and Lind Ave SE to the east. The applicant submitted a Traffic Impact Analysis prepared by TenW, dated July 14, 2013 (Exhibit 9). An analysis was conducted on the following Transportation items:

Driveways/Access: There are five existing driveways along SW 41st St which would be consolidated into three driveways evenly spaced between Lind Ave SW and the western property line. The western most driveway, along SW 41st St, would be full access and shared with the property to the west. The eastern most driveway, along SW 41st St, would also be full access and the central driveway would be exit only.

There are three existing driveways along SW 43rd St which would be realigned and evenly space between Lind Ave SW and the western property line. The western most driveway, along SW 43rd Ave SW, would also

be full access and shared with the property to the west. The eastern most driveway, along SW 43rd St, would also be full access and the central driveway would be exit only.

The two existing driveways along Lind Ave SW would be consolidated into one full access driveway centered between SW 41st St and SW 43rd St. Western driveways (along SW 41st St and SW 43rd St) would be used to provide access to truck loading bays along the shared drive aisle on the western boundary.

Based on our analysis at the seven proposed access driveways to the site, the entering and exiting turn movements are estimated to operate at acceptable levels (LOS D or better) with minimal queues during the weekday AM, weekday PM, and Saturday peak hours. In addition, vehicle queues from adjacent intersections on Oakesdale Ave SW, Lind Ave SW, SW 41st Street, and SW 43rd Street are not expected to have a significant impact on operations of the site driveways. The proposed access configuration is an improvement over what is existing today. The new access configuration would provide a more even distribution of traffic compared to the existing store where the majority of customers enter/exit on SW 41st Street.

Frontage Improvements:

SW 41st St: SW 41st Street is a four/five-lane, east-west two-way collector providing a link between the SR 167 SB ramps and Oakesdale Ave SW. Along the project frontage, the roadway includes four lanes and includes curbs, gutters and sidewalks on both sides of the street. The existing half street right-of-way width is estimated at approximately 39 feet. The proposal is required to dedicate 7 feet according to the City's Complete Street Standards which include a 0.5 foot wide curb, 8 foot wide landscaped planter, 8 foot wide sidewalk, and 1 foot back of sidewalk back of the existing curb. The applicant has requested a modification in order to allow for a 5.5 foot wide dedication as opposed to a 7 foot dedication. As part of the Site Plan Review recommendation to the Hearing Examiner staff will be recommending approval of the 5.5 foot wide dedication (subject to a survey) and allowance for the existing improvements to remain as is. The approval would likely include a condition requiring the applicant to provide street lighting according to the current street standards.

SW 43rd St: SW 43rd Street is a five-lane, east-west two-way Principal Arterial in the project vicinity providing access to the SR 167 NB ramps. Along the project frontage, the roadway includes two eastbound lanes, two westbound lanes, and a center two-way left-turn lane. Curbs, gutters and sidewalks exist on both sides of the street. The existing right-of-way width is estimated at approximately 78 feet of which approximately 20 feet exist behind the curb. The proposal is required to dedicate 3.5 feet according to the City's Complete Street Standards which include an 8 foot wide landscaped planter, 8 foot wide sidewalk, and 1 foot back of sidewalk back of the existing curb. The applicant has requested a modification in order to eliminate the need for dedication. The existing right-of-way would accommodate the 17 feet of required improvements behind the curb (8 foot wide landscaped planter, 8 foot wide sidewalk, and 1-foot clear space behind back of the sidewalk). As part of the Site Plan Review recommendation to the Hearing Examiner staff will be recommending approval of the modification to allow the existing right-of-way width to remain as is with conditions for required improvements back of existing curb to include: 8-foot wide landscape planter, 8-foot wide sidewalk, and 1 foot back of sidewalk (subject to a survey). The approval would also likely include a condition requiring the applicant to provide street lighting according to the current street standards.

Lind Ave SW: Lind Ave SW is a four to five-lane, north-south two-way Minor Arterial. Along the project frontage, the roadway includes two northbound lanes, two southbound lanes, and a center two-way left-turn lane. Curbs, gutters and sidewalks exist on both sides of the street. The existing right-of-way width is estimated at approximately 80 feet. The proposal is required to dedicate 11.5 feet according to the City's Complete Street Standards which include a 0.5 foot wide curb, 8 foot wide landscaped planter, 8 foot wide sidewalk, and 1 foot back of sidewalk back of the existing curb. The applicant has requested a modification in order to allow for a 5.5 foot wide dedication as opposed to an 11.5 foot dedication. As part of the Site Plan Review recommendation to the Hearing Examiner staff will be recommending approval of the 5.5 foot wide dedication or sufficient enough width to accommodate the code required improvements back of

existing curb to include: 8-foot wide landscape planter, 8-foot wide sidewalk, and 1 foot back of sidewalk (subject to survey). The approval would also likely include a condition requiring the applicant to provide street lighting according to the current street standards.

Level of Service:

The provided transportation study included weekday AM, PM, and Saturday peak hour level of service analysis, queuing analysis, and traffic volume impacts at the following eight study intersections:

1. Oakesdale Avenue SW / SW 41st Street
2. Raymond Avenue SW / SW 41st Street
3. Lind Avenue SW / SW 41st Street
4. Oakesdale Avenue SW / SW 43rd Street
5. Lind Avenue SW / SW 43rd Street
6. E Valley Road / SW 41st Street / SR 167 SB Ramps
7. E Valley Road / SW 43rd Street
8. SR 167 NB Ramps / SW 43rd Street

The completed project is anticipated to generate 1,061 net new weekday daily trips, 30 net new weekday AM peak hour trips, 51 net new weekday PM peak hour trips, and 187 net new Saturday peak hour trips.

The results of the LOS analysis showed that all signalized study intersections would operate at acceptable levels (LOS D or better) in 2016 with or without the proposed project. The left-turn movement at the intersection of Oakesdale Ave SW/SW 41st St (LOS F during the weekday PM peak hour in 2016 with or without the project) is the worst movement at the stop controlled intersection. Due to the proposed access configuration for the site, traffic volumes at Oakesdale Ave SW/SW 41st St are expected to decrease with the proposal resulting in a decrease in delay and improved operations for the westbound left-turn movement.

In order to mitigate transportation impacts the applicant would be required to pay the appropriate Transportation Impact Fee. The City of Renton Ordinance 5670 allows for an independent fee calculation for the calculation of transportation impact fees as an alternative to payment of fees as provided in the impact fee schedule. The applicant has requested to proceed with an independent calculation. The result of the applicant's proposed independent fee calculation included in the provided Transportation study is an impact fee rate of $1.30 per square foot of new development (Exhibit 9). The proposed impact fee would be based on applying this rate to the difference in square footage between the future building and the existing 397,972 square foot building.

Detailed analysis will be provided as part of Staff's Site Plan Review recommendation to the Hearing Examiner. However, based on preliminary review of the request City staff believe that calculations set forth in the City's Rate Study for retail uses are valid and therefore the request for independent calculation should be denied. The fee, as determined by the Renton Municipal Code at the time of building permit issuance shall be payable to the City.

Parking: The existing site currently provides 1,352 parking stalls, of which 862 are covered within the parking garage areas and the remaining 490 stalls are located within surface parking areas surrounding the two existing structures. The applicant is proposing a total of 1,666 parking stalls (of which 28 would ADA stalls). The applicant's proposal includes expansions to the new facility which would include a reduction in the number of stalls by 87 parking spaces for a total of 1,579 stalls.

The applicant is requesting a parking modification from RMC 4-4-080 in order to: exceed the maximum number of allowed parking stalls by no more than 697 parking spaces (499 stalls upon full buildout of future expansions); provide less than the required number of parking stalls during construction; the provision of off-site parking during construction; provide 54 less than the 108 required bicycle parking stalls; and to allow

bicycle parking no more than 75 feet beyond the allowed 50-foot maximum distance from the primary building entrance.

With respect to the number of stalls TENW conducted a parking demand study for the existing IKEA retail location. Weekday demands are vary from a range between 677 and 772 on the highest peak days, and between 466 and 525 on average days. The highest weekday is typically Friday and the lowest weekday is typically Wednesday. An approximate 1,200 vehicles parked is the highest parking demand expected at the existing store using the existing counts and factors to account for seasonality. Average Saturday demand is approximately 951 vehicles. With the overall peak parking demand occurring on a Saturday, a peak parking demand rate of 3.01 vehicles per 1,000 square feet of gross floor area (1,200 existing vehicles / 397,972 existing square feet). The applicant is seeking to apply this parking demand rate to the full buildout of the proposed store (451,000 square feet). Using the applicant's demand it is estimated there would be a peak demand of 1,358 parked vehicles. The applicant is also requesting the City consider a "practical capacity" adjustment in order to ensure efficiency and convenience to customers searching for empty parking spaces, and to account for potential short term peak surges. The applicant contends this adjustment would minimize the need for customers to circulate through the parking lot multiple times searching for spaces, thus reducing traffic congestion and driver frustration. The proposed adjustment factor is to design the facility to operate at 85-90% of capacity.

The applicant contends this adjustment is reasonable for a retail use where new customers may not be very familiar with the parking layout and circulation. This practical capacity adjustment factor also accounts for reserved spaces such as ADA spaces that might typically have low utilization to ensure they are always available when needed. The proposed parking supply for the future 451,000 square foot store, at 1,579 parking stalls, allows for a practical capacity adjustment factor of 86%.

As part of the Site Plan Review staff will provide an analysis for all requested modifications as the Renton Municipal Code is capable of mitigating any potential parking impacts. Conditions of Site Plan Review approval will likely include a reduction in the proposed number of parking stalls to reflect a practical capacity adjustment factor close to 90% or slightly above, the provision of bicycle rack details, and the submittal of a Final Construction Mitigation Description which includes the provision of off-site parking and pedestrian crossing measures during construction.

Concurrency: A concurrency recommendation will be provided in the staff report to Hearing Examiner based upon the test of the citywide Transportation Plan, consideration of growth levels included in the LOS-tested Transportation Plan, payment of a Transportation Mitigation Fee, and an application of site specific mitigation. The development will have to meet the City of Renton concurrency requirements.

Mitigation Measures: No further mitigation needed

Nexus: Not applicable

E. Comments of Reviewing Departments

The proposal has been circulated to City Department and Division Reviewers. Where applicable, their comments have been incorporated into the text of this report and/or "Advisory Notes to Applicant."

✓ **Copies of all Review Comments are contained in the Official File and may be attached to this report.**

The Environmental Determination decision will become final if the decision is not appealed within the 14-day appeal period (RCW 43.21.C.075(3); WAC 197-11-680).

Environmental Determination Appeal Process: Appeals of the environmental determination must be filed in writing together with the required fee to: Hearing Examiner, City of Renton, 1055 South Grady Way, Renton, WA 98057, on or before 5:00 p.m. on September 26, 2014. RMC 4-8-110 governs appeals to the Hearing Examiner and additional information regarding the appeal process may be obtained from the City Clerk's Office, Renton City Hall – 7th Floor, (425) 430-6510.

ADVISORY NOTES TO APPLICANT

The following notes are supplemental information provided in conjunction with the administrative land use action. *Because these notes are provided as information only, they are not subject to the appeal process for the land use actions.*

Planning

1. RMC section 4-4-030.C.2 limits haul hours between 8:30 a.m. to 3:30 p.m., Monday through Friday unless otherwise approved by the Development Services Division.
2. A tree removal and tree retention/protection plan and a separate landscape plan shall be included with the civil plan submittal.

Water

1. The domestic water meter proposed for the building will require a reduced backflow prevention assembly (RPBA). The RPBA shall be installed behind the meter and inside a heated enclosure ("hot-box") per City standard plan no. 35
2. Sizing of the meter shall be done in accordance with the Uniform Plumbing Code meter sizing criteria. Meter size 3-inch and above shall be installed inside a concrete vault located outside of the building per City Standard Plan No. 320.4.
3. The applicant/design engineer shall provide adequate room in the parking lot or in the landscape areas for the installation of the water meter(s) vault and fire sprinkler vault.
4. Depending on the street frontage improvements/modifications along SW 41st Street, the existing water main may need to be relocated.
5. The development is subject to applicable water system development charges (SDC) fee and water meter installation fees based on the number and size of the meters for domestic, landscape and fire sprinkler uses. The SDC fee is paid prior to issuance of the construction permit.
6. Civil plans for the water main improvements will be required and must be prepared by a registered professional engineer in the State of Washington.

Sanitary Sewer

1. Sewer service is provided by the City of Renton. A conceptual sewer plan has been submitted.
2. Requesting a Construction Phasing or Construction Sequence to determine when the existing sewer line can be abandoned and the building to be demolished while continuing to serve the existing building during construction.
3. System development charge (SDC) fee for sewer is based on the size of the new domestic water meter. The current SDC fee for a 1" wastewater is $2,033.00. The SDC fee is paid prior to issuance of the construction permit.
4. Depict Grease Interceptor on the civil plans, to include size (dimensions & volume) with a detail.

Surface Water

1. A Construction Stormwater General Permit from Department of Ecology will be required if grading and clearing of the site exceeds one acre. A Stormwater Pollution Prevention Plan (SWPPP) is required for this site.
2. Storm report is acceptable for preliminary review. It will be reviewed in full detail at the time the project is submitted for a construction permit.

Transportation/Street

1. Street lighting as per the current City standards is required to be provided on the public street frontages on SW 41st Street, Lind Ave SW, and SW 43rd Street.
2. Pavement thickness must follow city of Renton standards.
3. Paving and trench restoration will comply with the City's Trench Restoration and Overlay Requirements.

Fire

1. Fire impact fees would be charged at the rate of $0.54 per square foot (2014 rate). Credits would be granted for the removal of all existing buildings. This fee is paid at the time of building permit issuance.
2. The preliminary fire flow is 4,000 gpm. A minimum of one hydrant is required within 150-feet of the structure and four additional hydrants are required within 300-feet of the structure. Minimum hydrant spacing is 300 feet on center around the building. A looped water main is required to be installed around the building.
3. Approved fire sprinkler and fire alarm systems are required throughout the building. Separate plans and permits required by the fire department. Direct outside access is required to the fire sprinkler riser room. Fully addressable and full detection is required for the fire alarm system.
4. Fire department apparatus access roadways are required within 150-feet of all points on the building. Fire lane

signage required for the on site roadway. Required turning radius are 25-feet inside and 45-feet outside. Roadways shall be a minimum of 20-feet wide. Roadways shall support a minimum of a 30-ton vehicle and 322-psi point loading.

5. An electronic site plan is required prior to occupancy for pre-fire planning purposes.
6. The building shall comply with the City of Renton Emergency Radio Coverage ordinance. Testing shall verify both incoming and outgoing minimum emergency radio signal coverage. If inadequate, the building shall be enhanced with amplification equipment in order to meet minimum coverage. Separate plans and permits are required for any proposed amplification systems.
7. Applicant shall provide a completed Hazardous Material Inventory Statement prior to building permit issuance. Use of City of Renton form or approved equivalent is required.

Police

1. 633 CFS Estimated Annually. Moderate impact on police services.

Community Services

1. Street trees on SW 41st Street shall be Gleditsia triacanthos "Shademaster'.
2. Where parking lot light in island is shown-place light at one end and tree at other end.
3. Between parking lot and sidewalk-use a variety of species.

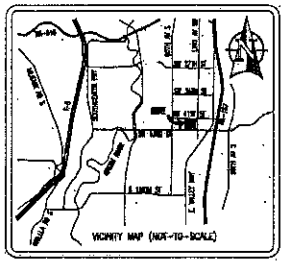
General Comments

1. Separate permits and fees for side sewer connection and storm connection will be required.
2. All construction utility permits for drainage and street improvements will require separate plan submittals. All utility plans shall conform to the Renton Drafting Standards. A licensed Civil Engineer shall prepare the civil plans.

PRELIMINARY COVER SHEET
FOR
IKEA
PTN OF THE NW1/4, OF THE NW1/4 OF SEC. 31, T23N, R5E, W.M.
AND PTN OF THE NE1/4, OF THE NE1/4, SEC. 36, T23N, R4E, W.M.
CITY OF RENTON, KING COUNTY, STATE OF WASHINGTON

CIVIL SHEET INDEX:

1"=100'
0 50 100 200



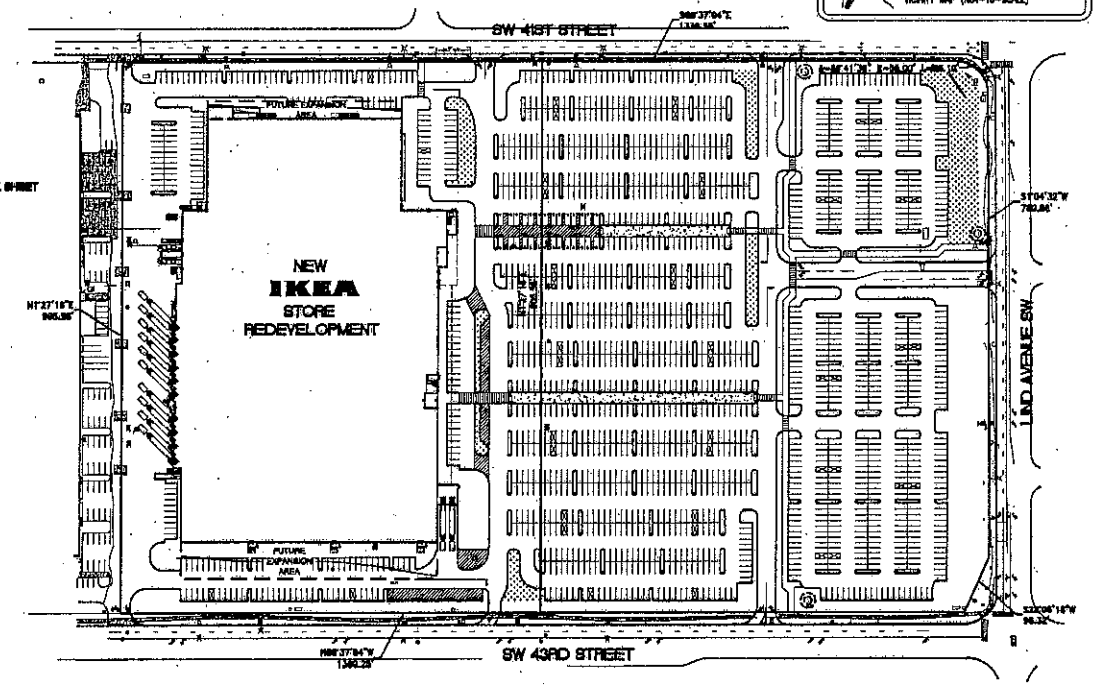


EXHIBIT 2

LEGAL DESCRIPTIONS:

LEGAL DESCRIPTION:
(PER CHICAGO TITLE INSURANCE COMPANY OF WASHINGTON SUBDIVISION GUARANTEE/CERTIFICATE NO. 0005723-06 EFFECTIVE DATE FEBRUARY 21, 2014 AT 8:00AM)

LOTS B AND C, CITY OF RENTON SHORT PLAT NUMBER LUA98-103-SHPL, RECORDED UNDER RECORDING NUMBER 20000223900001, IN KING COUNTY, WASHINGTON;
TOGETHER WITH NON-EXCLUSIVE EASEMENTS FOR VEHICULAR ACCESS, INGRESS AND EGRESS AS CREATED AND MORE PARTICULARLY DESCRIBED IN RECIPROCAL EASEMENT AGREEMENTS RECORDED UNDER RECORDING NUMBERS 20000628000367 AND 20000228000349.

BASIS OF BEARINGS:
BASIS OF BEARINGS FOR THIS SURVEY IS WSB 83/91, PER CITY OF RENTON, CITY OF RENTON CONTROL POINT NO. 1841 WAS HELD FOR POSITION, AND A LINE BETWEEN SAID CONTROL POINT NO. 1884 AND 593 WAS HELD FOR ROTATION, BEING SOUTH 49°13'04" WEST.

VERTICAL DATUM:
VERTICAL DATUM FOR THIS PROJECT IS NAVD88, PER CITY OF RENTON, CITY OF RENTON CONTROL POINT NO. 1884 WAS HELD FOR ELEVATION, BEING 19.468 FEET (NAVD88)

CONVERSION FORMULA: NGVD 29= NAVD88-3.543'

GROSS LOT AREA:
WEST LOT AREA = 612,350± S.F. (14.06± ACRES)
EAST LOT AREA = 890,330± S.F. (14.83± ACRES)

TOTAL AREA = 1262880± S.F. (28.89± ACRES)

DATE OF SURVEY:
FIELD SURVEY BY BARGHAUSEN CONSULTING ENGINEERS, INC. CONDUCTED IN FEBRUARY, 2014. ALL MONUMENTS SHOWN AS FOUND WERE VISITED AT THAT TIME.

TAX PARCEL NUMBER: 362304-9113 AND 312305-9100

SITE ADDRESS:
601 SW 41ST ST, RENTON, WASHINGTON, 98057
800 SW 43RD ST, RENTON, WASHINGTON, 98057

FLOOD ZONE: FIRM (FLOOD INSURANCE RATE MAP) MAP NO.53033C0978F, PANEL 978 OF 1725, DATED MAY 16, 1995. THE SUBJECT PROPERTY IS IN ZONE X.

ZONING (PER CITY OF RENTON): (M) INDUSTRIAL MEDIUM.

REFERENCE SURVEY:
1. RENTON SHORT PLAT NUMBER LUA98-103-SHPL20000228900001

PROJECT DESCRIPTION:

THE PROJECT IS TO REDEVELOP THE EXISTING IKEA SITE WITH A NEW 444,351 SQUARE FOOT RETAIL STORE AND ASSOCIATED SITE IMPROVEMENTS INCLUDING PARKING, ROADWALKS, LANDSCAPING, LOT LIGHTING, AND UTILITIES. THE NEW STORE WILL HOUSE A SHOWROOM, RETAIL AREA, RESTAURANT, PUBLIC SELF-SERVE WAREHOUSE SPACE, AND ASSOCIATED NON-PUBLIC WAREHOUSE SPACE.

SITE AND DEVELOPMENT DATA:

1. ZONING: MEDIUM INDUSTRIAL (M)
2. SITE AREA: (2 PARCELS APN'S 362304-9113 & 312305-9100) 28.99 ACRES (1,262,880 SQ. FT.)
3. AREA OF SITE DISTURBANCE: 28.99 ACRES (1,262,880 SQ. FT.)
4. BUILDING/STRUCTURES:
   a. GROSS FLOOR AREA, EXISTING:
      IKEA RETAIL CENTER: 387,872 SQ. FT.
   b. GROSS FLOOR AREA, PROPOSED:
      IKEA RETAIL CENTER: 396,351 SQ. FT.
      IKEA RETAIL CENTER, FUTURE EXPANSION NORTH: 20,000 SQ. FT.
      IKEA RETAIL CENTER, FUTURE EXPANSION SOUTH: 25,000 SQ. FT.
      TOTAL FLOOR AREA PROPOSED W/FUTURE EXPANSION: 444,351 SQ. FT.
      / 1,262,864 SQ. FT. = 30% OR FAR = .352
   c. NET FLOOR AREA, PROPOSED:
      IKEA RETAIL CENTER: 387,687 SQ. FT.
      IKEA RETAIL CENTER: PROPOSED W/FUTURE EXPANSION: 432,000 SQ. FT
      MAX SITE COVERAGE: NO REQUIREMENT
5. PARKING CALCULATIONS:
   a. PARKING, REQUIRED: BIG BOX RETAIL - 2.5 PARKING STALLS PER 1,000 SQUARE FEET OF NET FLOOR AREA
   b. (432,000 NET SQ. FT. W/FUTURE EXPANSION/ 1000 SQ. FT.) * 2.5 = 1,080 STALLS REQUIRED
   c. (387,687 NET SQ. FT. / 1000 SQ. FT.) * 2.5 = 967 STALLS REQUIRED
   d. PARKING, EXISTING: 1,352 STALLS
   e. PARKING, PROPOSED: 1,848 STALLS (1,578 STALLS AFTER FUTURE EXPANSION)
   f. BICYCLE PARKING AT 10% OF REQUIRED AUTO PARKING = 967 * .10 = 97 BICYCLE STALLS
   g. BICYCLE STALLS PROVIDED = 54
6. BUILDING SETBACK:
   a. SETBACK, FRONT YARD ALONG OTHER STREET: 15 FEET
   b. SETBACK, REAR: 0 FEET
   c. SETBACK, SIDE YARD ALONG PRINCIPLE ARTERIAL STREET: 20 FEET
   d. SETBACK, SIDE YARD ALONG OTHER STREET: 15 FEET
7. LOT COVERAGE:
   a. TOTAL NEW IMPERVIOUS SURFACE: 1,093,874 SQ. FT.
      BUILDING ROOF/CANOPY: 387,850 SQ. FT.
      HARDSCAPE: 720,874 SQ. FT.
      WETPOND BELOW STATIC: 14,150 SQ. FT.
   b. TOTAL NEW PERVIOUS SURFACE: 169,006 SQ. FT.
      LANDSCAPING, INTERIOR: 96,817 SQ. FT.
      LANDSCAPING, PERIMETER: 28,244 SQ. FT.
      LANDSCAPING, MAIN GARDEN: 35,732 SQ. FT.
      WET POND: 9013 SQ. FT. (AREA ABOVE STATIC WATER SURFACE EL .19)
   c. EXISTING PERVIOUS SURFACE: 99,400 SQ. FT.
8. LANDSCAPING:
   a. REQUIRED LANDSCAPING, INTERIOR: 35 SQ. FT. PER PARKING SPACE = 58,310 SQ. FT.
   b. PROVIDED LANDSCAPING, INTERIOR: 96,817 SQ. FT. + (MAIN GARDEN) 35,732 SQ. FT. = 132,548 SQ. FT.
   c. REQUIRED LANDSCAPING, PERIMETER: 10 FOOT STREET FRONTAGE SETBACK
   d. PROVIDED LANDSCAPING, PERIMETER: 10 FOOT STREET FRONTAGE SETBACK, (28244 SQ. FT.)
9. BUILDING HEIGHT:
   a. MAXIMUM HEIGHT: NONE
   b. PROPOSED HEIGHT: 46 FEET

ARCHITECT
GREENBERG FARROW
19000 MacArthur BLVD. SUITE 250
IRVINE, CA 92612
(949) 261 -0480
CONTACT: FRANK CODA, AIA

ENGINEER
BARGHAUSEN CONSULTING ENGINEERS, INC.
18215 72ND AVE. SOUTH KENT, WA 98032
(425) 251-6222
FAX (425) 251-8782
CONTACT: JAY GRUBB, P.E.

SURVEYOR
BARGHAUSEN CONSULTING ENGINEERS, INC.
18215 72ND AVE. SOUTH KENT, WA 98032
(425) 251-6222
FAX (425) 251-8782
CONTACT: BRIAN DELOOLY, P.L.S.

No.	Date	By	Chd.	Appr.	Revisions

Designed: SCB
Drawn: CDH
Checked: —
Approved: —
Date: 06/12/14

Scale:
Horizontal
1"=100'
Vertical
N/A

JAY S. GRUBB — STATE OF WASHINGTON — 39827 — REGISTERED PROFESSIONAL ENGINEER
7-17-14

BARGHAUSEN CONSULTING ENGINEERS, INC.

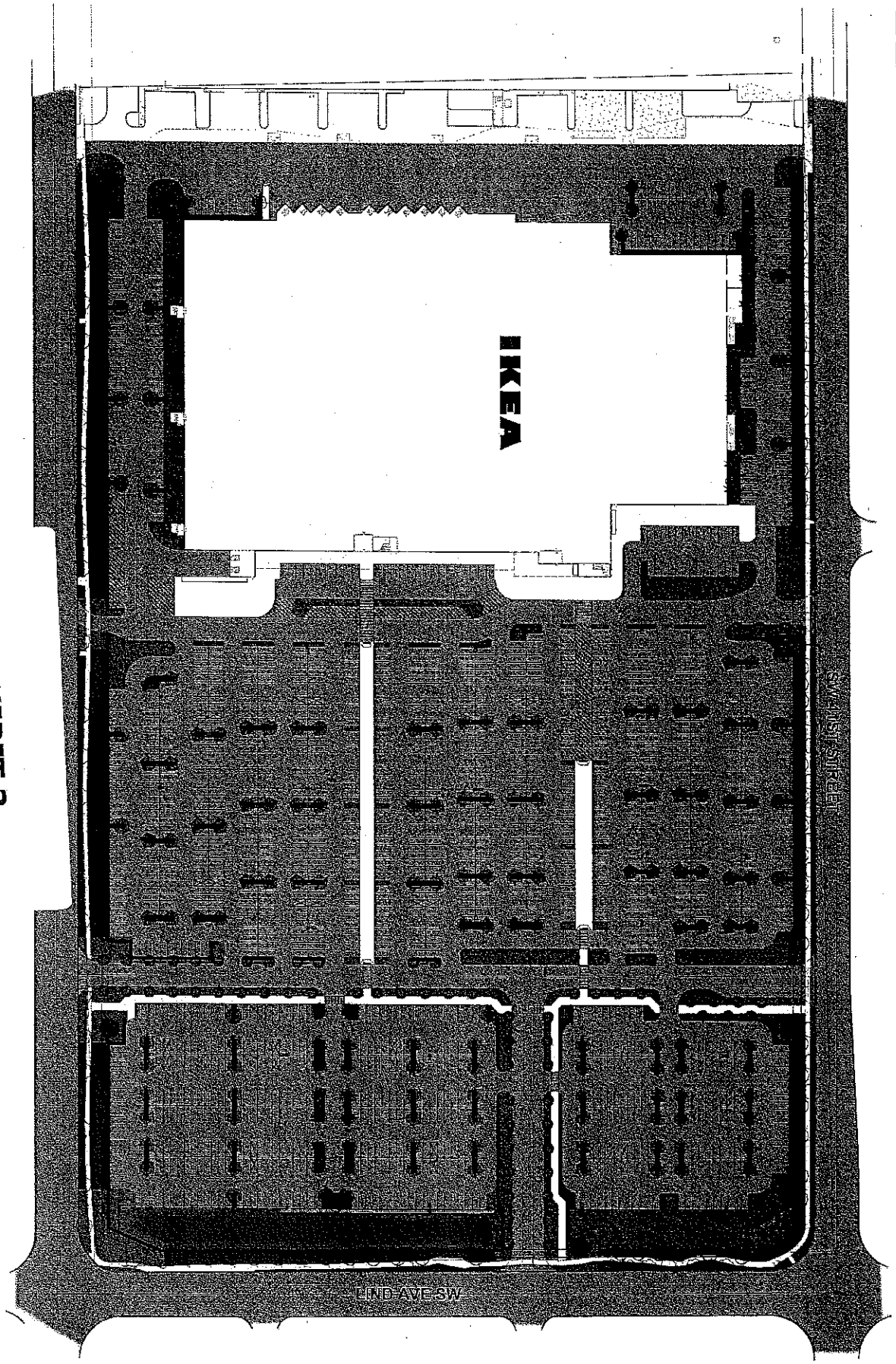
18215 72ND AVENUE SOUTH
KENT, WA 98032
(425)251-6222
(425)251-8782 FAX
CIVIL ENGINEERING, LAND PLANNING, SURVEYING, ENVIRONMENTAL SERVICES

For:
IKEA PROPERTY, INC.
420 ALAN WOOD ROAD
CONSHOHOCKEN, PA 19428
PHONE: 610.834.0180

Title:
PRELIMINARY COVER SHEET
IKEA REDEVELOPMENT
601 SW 41ST, RENTON, WA

Job Number: 16836
Sheet: C1 of 15

EXHIBIT 3



Job Number 16836	BARGHAUSEN CONSULTING ENGINEERS, INC.	18215 72ND AVENUE SOUTH KENT, WA 98032 (425) 251-6222 (425) 251-8782 CIVIL ENGINEERING, LAND PLANNING, SURVEYING, ENVIRONMENTAL SERVICES	Designed — Drawn TS Checked — Approved — Date 2/04/2011	Scale Horizontal NA Vertical NA	For: IKEA PROPERTY 420 ALAN WOOD ROAD CONSHOHOCKEN, PA 19428 PHONE 610.834.0180	Title: COLORED LANDSCAPE PLAN IKEA RENTON REDEVELOPMENT 601 SW 41ST. RENTON, WA
Sheet EX-4						

Aerial Photo

Notes

None

256 0 128 256 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere

Legend

City and County Boundary

Other

City of Renton

Addresses

Parcels

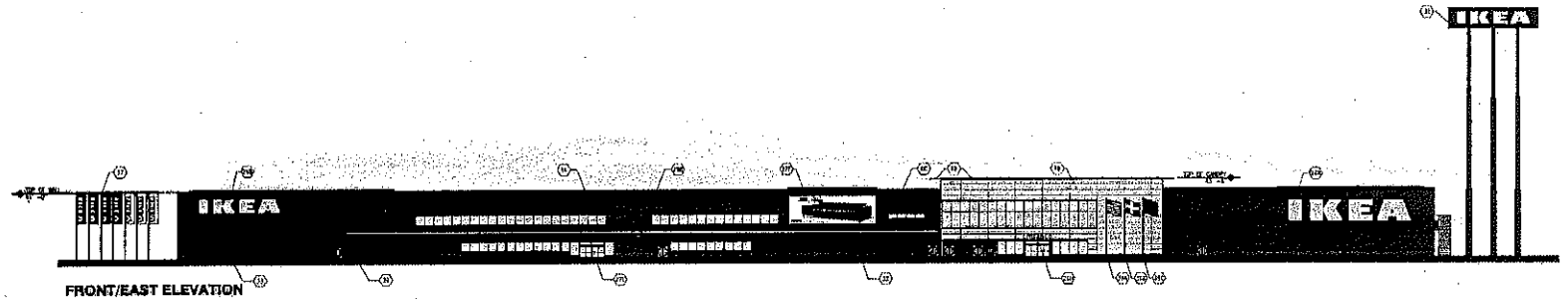
EXHIBIT 4

City of Renton
Finance & IT Division

Information Technology - GIS
RentonMapSupport@Rentonwa.gov
4/28/2014

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION



FRONT/EAST ELEVATION
SIGN AREA 2,318 SQ. FT.

RIGHT SIDE/NORTH ELEVATION
SIGN AREA 537 SQ. FT.

REAR/WEST ELEVATION
SIGN AREA 826 SQ. FT.

LEFT SIDE/SOUTH ELEVATION
SIGN AREA 1,501 SQ. FT.

TOTAL BUILDING SIGN AREA -
5,182 SQ. FT.

KEYED NOTES-PRESENTATION

1A	PREFORMED COMPOSITE VERTICAL WALL PANELS (IKEA BLUE)
1B	PREFORMED COMPOSITE HORIZONTAL WALL PANELS (IKEA YELLOW)
6C	1" SOLARSCREEN COATED INSULATED GLAZING IN IKEA GRAY CURTAIN WALL SYSTEM
7	EXPOSED GALVANIZED STEEL STAIRS (INCLUDING STRUCTURE, STRINGERS, RAILINGS, ETC.)
12	BUILDING MOUNTED LIGHT FIXTURE, SUPPORTED FROM WALL, WITH GALVANIZED STEEL LIGHT SHAFT
20	EXPOSED CONCRETE (NATURAL)
23	PRE-FINISHED CANOPY (ENCALUME)
24A	PRE-FINISHED OVERHEAD SUPPORTED CANOPY (ENCALUME OR CLEAR ANODIZED)
25B	D - SUSPENDED "LOADING ZONE" SIGNS, 1'-0" X 4'-0" AT 4.0 SQ.FT. NON ILLUMINATED (BLACK LETTERS ON WHITE BACKGROUND)
26B	"IKEA" SIGN X'-0"X8'-10 3/4" AT 387 SQ.FT AND "HOME FURNISHINGS" SIGN, 5'-0" X 61'-10" AT 309 SQ.FT. WITH INTERNALLY AND EXTERNALLY ILLUMINATED CHANNEL LETTERS (IKEA YELLOW)
26D	"IKEA" SIGN 8'-0"X8'-10 3/4" AT 387 SQ.FT AND "HOME FURNISHINGS" SIGN, 3'-5 1/2" X 49'-10 3/4" AT 170 SQ.FT. WITH EXTERNALLY ILLUMINATED CHANNEL LETTERS (IKEA YELLOW)
26D	"CHECK" SIGN - 13'-0" X 58'-10" WITH EXTERNALLY ILLUMINATED CHANNEL LETTERS AT 536 SQ.FT. (IKEA YELLOW)
26E	"ENTRANCE" SIGN 4'-0" X 26'-0" WITH INTERNALLY ILLUMINATED LED CHANNEL LETTERS AT 119 SQ.FT. (RED)
27E	"EXIT" SIGN 2'-0" X 6'-0" WITH INTERNALLY ILLUMINATED LED CHANNEL LETTERS AT 10 SQ.FT. (WHITE)
27F	IKEA SEASONAL FACADE BANNER, 10'-0" X 45'-0" AT 675 SQ.FT. EXTERNALLY ILLUMINATED.
31	EXISTING "IKEA" NAVIGATION TOWER TO REMAIN AS IS.
32	PRE FINISHED COLUMN SUPPORTED CANOPY (IKEA YELLOW)
33	EXPOSED GALVANIZED GUARDRAIL AT TRUCK WELL
34	CHAIN LINK FENCE ENCLOSURE
36A	70'-0" FLAG POLE, UNITED STATES FLAG
36B	40'-0" FLAG POLE, SWEDEN FLAG
36C	25'-0" FLAG POLE, WASHINGTON FLAG
37	IKEA FLAG CIRCLE, 12 - 40' HIGH FLAG POLES WITH 16'-0" X 8'-0" FLAGS

GreenbergFarrow
18000 Macarthur Blvd, Suite 250
Irvine, CA 92612
t: 949 296 0450 f: 949 296 0479

EXHIBIT 5

IKEA
RENTON, WASHINGTON

BUILDING ELEVATIONS
SCALE: 1"=30'-0"

20090163.2 | 05/15/2014

PROPOSED FLOOD HAZARD MAP
FOR
IKEA

PTN OF THE NW1/4, OF THE NW1/4 OF SEC. 31, T23N, R5E, W.M.
AND PTN OF THE NE1/4, OF THE NE1/4, SEC. 36, T23N, R4E, W.M.
CITY OF RENTON, KING COUNTY, STATE OF WASHINGTON

1"=80'

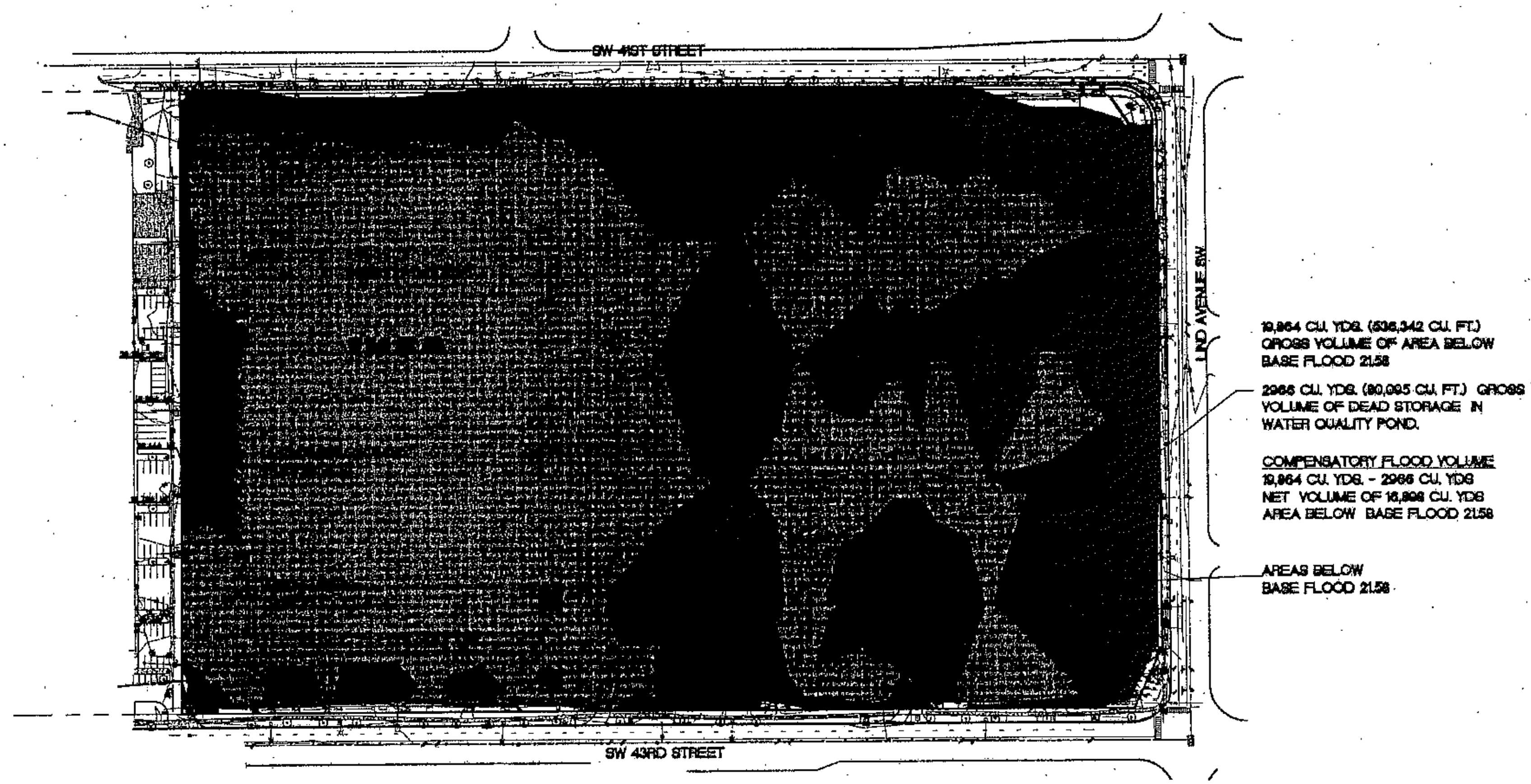


EXHIBIT 6

No.	Date	By

Designed SDL
Drawn CDH
Checked —
Approved —
Date 06/12/14
Horizontal 1"=80'
Vertical N/A

BARGHAUSEN CONSULTING ENGINEERS, INC.
18215 72ND AVENUE SOUTH
KENT, WA 98032
(425)251-6222
(425)251-8782 FAX
CIVIL ENGINEERING, LAND PLANNING, SURVEYING, ENVIRONMENTAL SERVICES

For:
IKEA PROPERTY, INC.
420 ALAN WOOD ROAD
CONSHOHOCKEN, PA 19428
PHONE: 610.834.0180

Title:
PROPOSED FLOOD HAZARDS MAP
IKEA REDEVELOPMENT
601 SW 41ST, RENTON, WA

Job Number 16836
Sheet C15 of 15

GEODESIGN INC

PRELIMINARY REPORT OF GEOTECHNICAL ENGINEERING SERVICES

Commercial Warehouse Building
Tukwila, Washington

For
Greenberg Farrow Architects
March 8, 2013

GeoDesign Project: Greenberg-3-01

EXHIBIT 7

TECHNICAL INFORMATION REPORT

IKEA

NWC - S.W. 43rd Street and Lind Avenue S.W.
Renton, WA 98057

Prepared for:
GreenbergFarrow
19000 MacArthur Boulevard, Suite 250
Irvine, CA 92612

July 11, 2014
Our Job No. 16836

EXHIBIT 8

BARGHAUSEN CONSULTING ENGINEERS, INC.

18215 72ND AVENUE SOUTH KENT, WA 98032 (425) 251-6222 (425) 251-8782 FAX
BRANCH OFFICES ♦ TUMWATER, WA ♦ LONG BEACH, CA ♦ ROSEVILLE, CA ♦ SAN DIEGO, CA
www.barghausen.com

1.0 2.0 3.0

IKEA Renton Redevelopment

Transportation Impact Study

July 14, 2014

Prepared for:

Greenberg Farrow Architecture, Inc.
1430 West Peachtree Street, NW
Suite 200
Atlanta, Georgia 30309

Prepared by:

TENW

Transportation Engineering NorthWest

11400 SE 8th Street, Suite 200
Bellevue, WA 98004
Office: (425) 889-6747
Fax: (425) 889-8369

EXHIBIT 9

Rocale Timmons

From: Karen Walter <KWalter@muckleshoot.nsn.us>
Sent: Tuesday, August 12, 2014 12:55 PM
To: Rocale Timmons
Subject: RE: City of Renton SEPA (DNSM) Notice of Application - IKEA Redevelopment - LUA14-000951, ECF, MOD, SA-H
Attachments: Landscape Ecotoxicology of Coho Salmon Spawner Mortality in Urban watersheds.pdf; Copper_effects_on_Salmonids_-_Abstracts_C A _Woody1.pdf; copper toxicity_visibility vulnerability juv coho salmon predation by cutthroat trout_McIntyre et al 2012.pdf

Rocale,

Thank you for sending us the site plan; flood hazard data figure; and the Technical Information Report. We have reviewed this information along with the Notice of Application and Proposed MDNS and the checklist and have some initial comments and questions:

1. The project is proposing to only treat, but not detain stormwater. Why is the project exempt from stormwater detention/infiltration requirements? How does the applicant intend to meet the City's flood plan compensatory requirements without detention or storage?

2. The project is proposing to treat stormwater using basic methods without oil/water separators. Instead, we recommend that the project be required to use enhanced treatment methods to treat stormwater as the stormwater will be discharged, to Springbrook Creek. Springbrook Creek is a known salmon-bearing water and salmon can be adversely affected by stormwater pollutants, particularly, metals and oils found in stormwater (see attached); therefore, we recommend that the project maximize its pollutant reduction methods by using enhanced treatment methods.

We appreciate the opportunity to review this proposal and look forward to Renton's responses. We may have further comments subsequently.

Best regards,
Karen Walter
Watersheds and Land Use Team Leader

Muckleshoot Indian Tribe Fisheries Division
Habitat Program
39015 172nd Ave SE
Auburn, WA 98092
253-876-3116

From: Rocale Timmons [mailto:RTimmons@Rentonwa.gov]
Sent: Tuesday, August 12, 2014 11:20 AM
To: Karen Walter
Subject: RE: City of Renton SEPA (DNSM) Notice of Application - IKEA Redevelopment - LUA14-000951, ECF, MOD, SA-H

Second Part of TIR

From: Karen Walter [mailto:KWalter@muckleshoot.nsn.us]
Sent: Tuesday, August 12, 2014 11:11 AM
To: Rocale Timmons
Subject: RE: City of Renton SEPA (DNSM) Notice of Application - IKEA Redevelopment - LUA14-000951, ECF, MOD, SA-H

Thanks Rocale.

EXHIBIT 10